REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

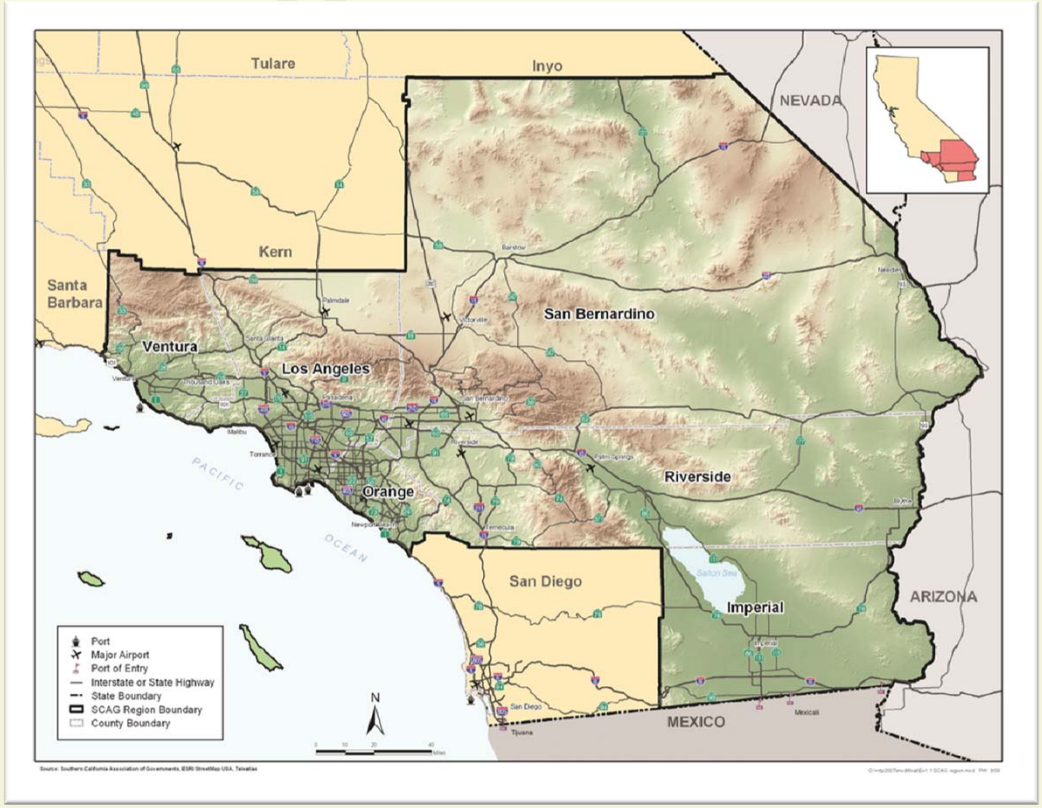
DRAFT DECEMBER 2011

Coachella Valley Workshop for Elected Officials

January 24, 2012

What is SCAG?

- Nation's largest Metropolitan Planning Organization (MPO) and Council of Governments (COG)
- Directed by a Regional Council of 84 local elected officials
- 6 counties
- 191 cities
- Over 18 million residents
- 21,630 miles of highways and arterials
- 470 miles of passenger rail
- 6 air carrier airports



RTP/SCS Bottom-Up Development Process

Cities met with to update and develop land use and SED forecasts	175
Data gathering sessions & planning workshops in 2011	29
Regional Council and Joint Policy Committee Meetings in 2011	6
Policy Committee and Subcommittee Meetings in 2011, including CEHD, EEC, TC, RTP Subcommittee, High-Speed Rail Subcommittee	30
Technical Committee Meetings in 2011, including Aviation TAC, P&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group	40

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Our Vision for the Future of Southern California

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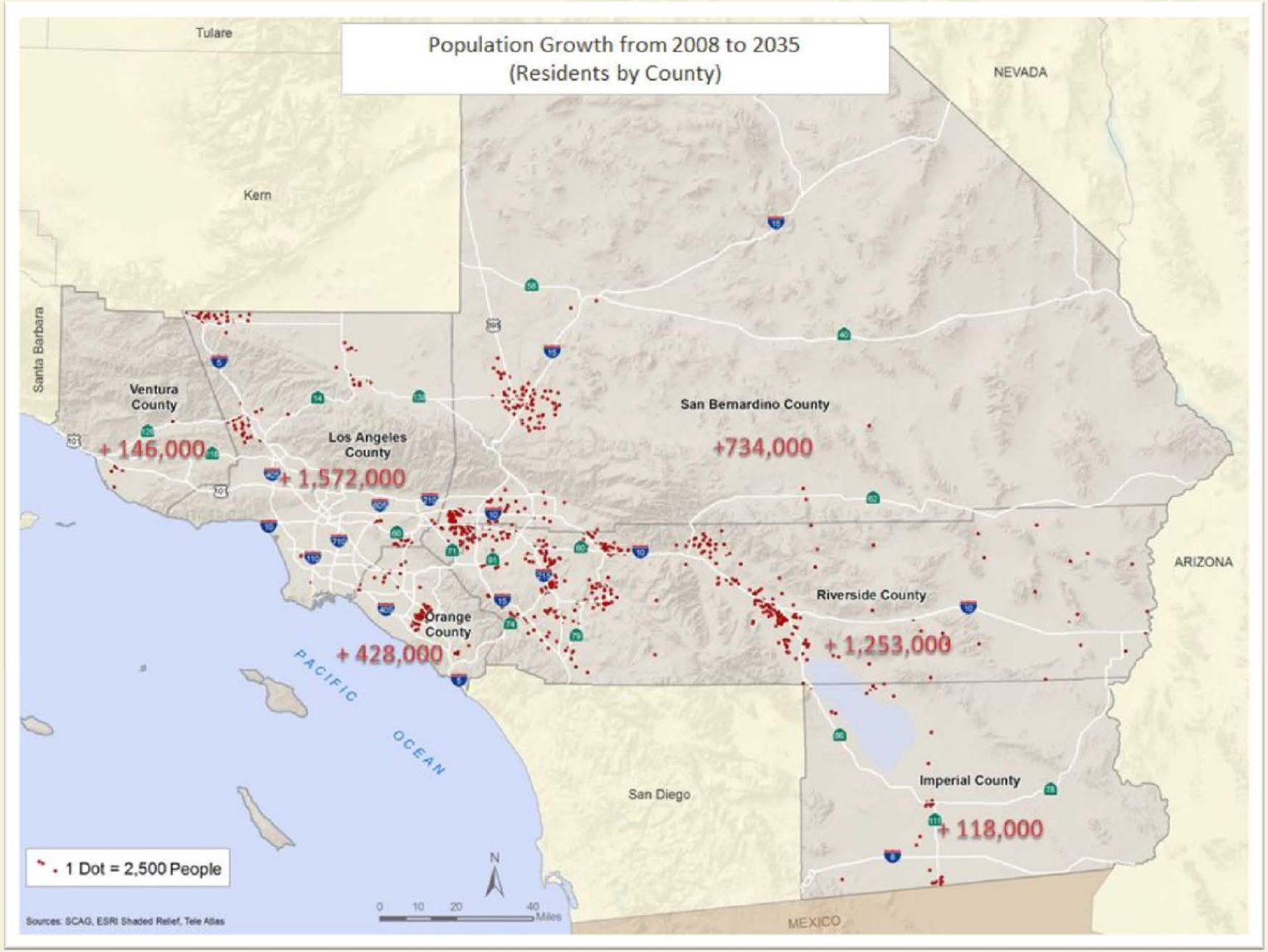
Mobility

Sustainability

Economy

The region is still growing



2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy

- Why do a Regional Transportation Plan/Sustainable Communities Strategy?
- What is included in the Plan?
- What are the funding challenges and how are they addressed?
- What does the Regional Transportation Plan/Sustainable Communities Strategy mean to the Coachella Valley?

Why develop a Regional Transportation Plan/ Sustainable Communities Strategy?

Federal Law Requires:

- A 20 years-plus transportation plan that implements recommended improvements, operation, and maintenance of the system
- A plan that balances expected revenues versus estimated costs (can include new reasonable revenue sources)
- A plan that meets air quality requirements (addresses ozone, particulate matter, carbon monoxide, nitrogen dioxide)

State Law Requires:

- A strategy that meets California Senate Bill 375 requirements (addresses greenhouse gas emissions)

What is included in the Plan?

- Over $525 billion in investments to improve the SCAG region's transportation system through 2035
- $263 billion in capital investments
- $217 billion in system operations, preservation, and maintenance
- $45 billion in debt service to advance construction of projects

Benefits of the Proposed Draft 2012-2035 RTP/SCS

State Mandate
SB 375 GHG Reduction

Year	Target	Draft 2012 RTP/SCS Results
2020	8%	8%
2035	13%	16%

Federal Mandate
Air Quality Conformity

The Draft 2012 RTP/SCS **meets all air quality conformity requirements**, including:
Fiscal constraint
Pollutant budgets

Benefits of the Proposed Draft 2012-2035 RTP/SCS

Mobility	Location Efficiency	Economy	Cost Effectiveness
30% decrease from today's per capita delay	Over **twice** as many households will live in high-quality transit opportunity areas	**168,000 jobs** generated per year	**$2.90** return for every $1 spent

Major Coachella Valley Transportation Investments
2012-2035 RTP/SCS

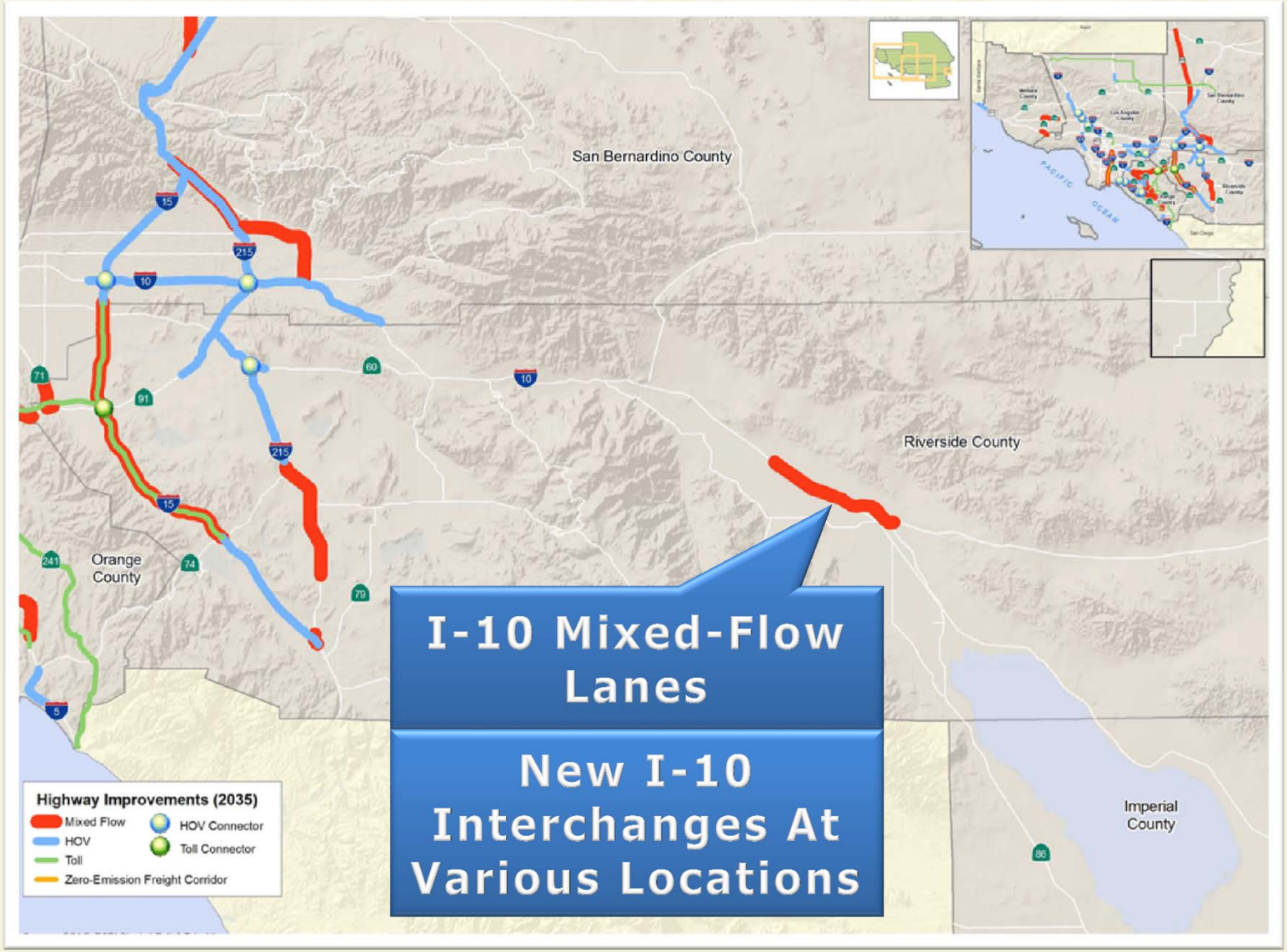
Project	Cost
N Indian Canyon Dr Widening from 4 to 6 Lanes from Tramview Rd to the Railroad Crossing (including Bridge at Whitewater River)	$304 mil
I-10 New Interchange at Da Vall Dr and Auxiliary Lanes from Date Palm Dr to Da Vall Dr and Da Vall Dr to Ramon Rd	$133 mil
I-10 Mixed-Flow Lanes (1 in each direction) from Monterey Ave to Dillon Rd	$127 mil
Ramon Rd Widening from 4 to 6 Lanes from S Indian Canyon Rd to Sunrise Way, Including Baristo Storm Channel Crossing	$120 mil
Ave 52 Widening from 2 to 6 Lanes from Highway 111 to SR-86S	$115 mil
I-10 New Interchange at Landau	$112 mil
Replace 4-Lane Low Water Crossing On Vista Chino At Whitewater River With a New 4-Lane Bridge	$95 mil
Ave 50 Widening from 2 to 4 Lanes from Highway 111 to SR-86S	$85 mil
Highway 111 Bus Rapid Transit (BRT)	$12 mil
New Transit Centers (4)	$11 mil
Express Bus Service to Connect Commuters to Metrolink Service in Riverside and Express Bus Service Along I-10	$3 mil

Highways

Highways	Arterials
Capital: $72.3 bil	**Capital: $22.1 bil**
Gap Closures HOV network HOT network Toll facilities Provide access to hard-to-reach areas of the region	**Signal prioritization** **Bicycle lanes** **Other design features** Lighting Landscaping Parking Sidewalks
O&M: $56.7 bil	**O&M: $20.9 bil**

Image courtesy Metro © 2011 LACMTA

Highways


San Bernardino County
Riverside County
Orange County
Imperial County
Highway Improvements (2035)
Mixed Flow
HOV
Toll
Zero-Emission Freight Corridor
HOV Connector
Toll Connector
I-10 Mixed-Flow Lanes
New I-10 Interchanges At Various Locations

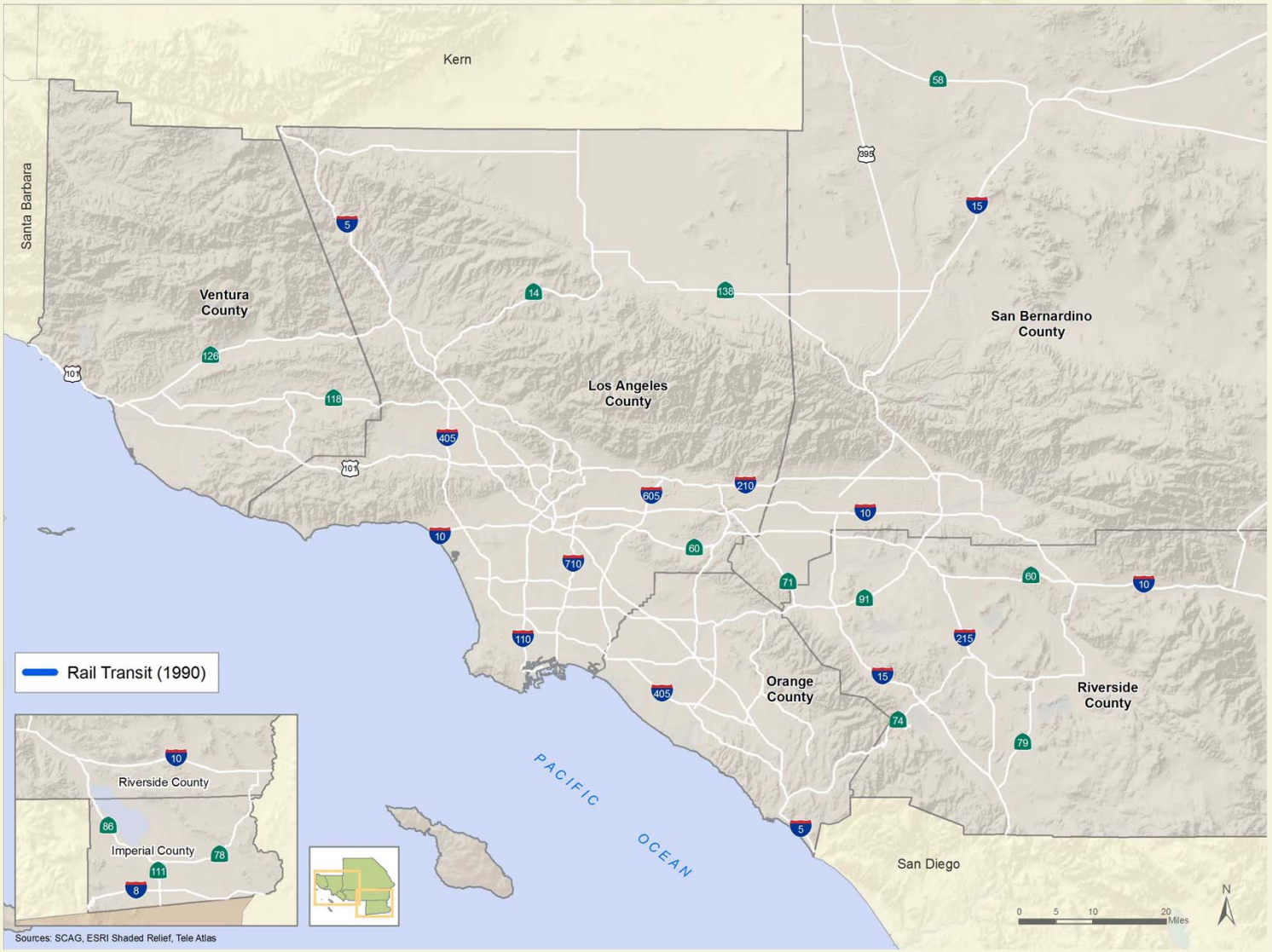
Transit and Passenger Rail

Capital (Transit)	Capital (Passenger Rail)
$49.7 billion	**$51.6 billion**
New **BRT** **Light Rail** **Heavy Rail** **Bus** routes, extensions, and service enhancements	**Metrolink** extensions & speed improvements **LOSSAN** speed improvements **California HST** Phase 1

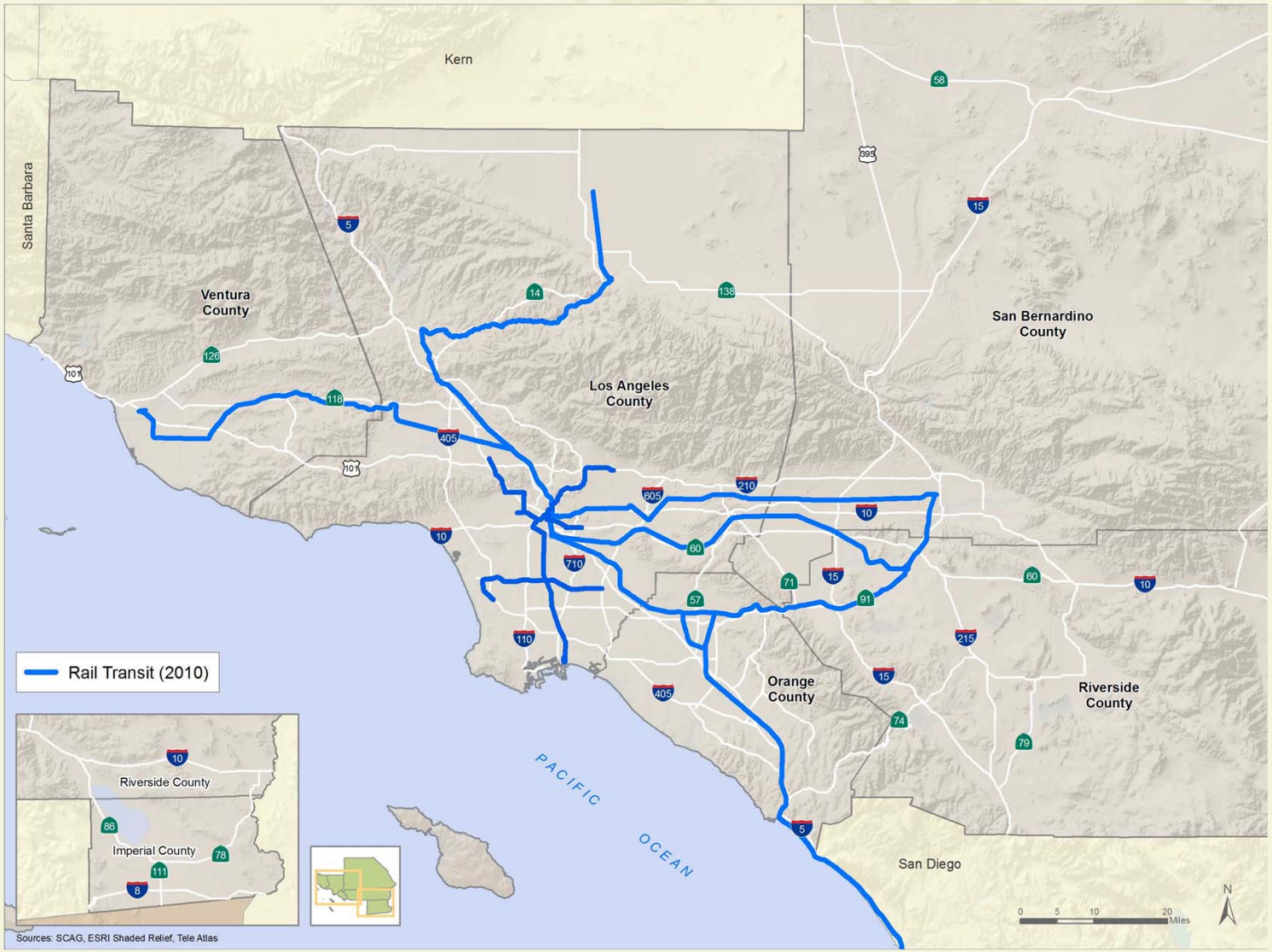
Operations & Maintenance: $139.3 billion

Image courtesy Metrolink

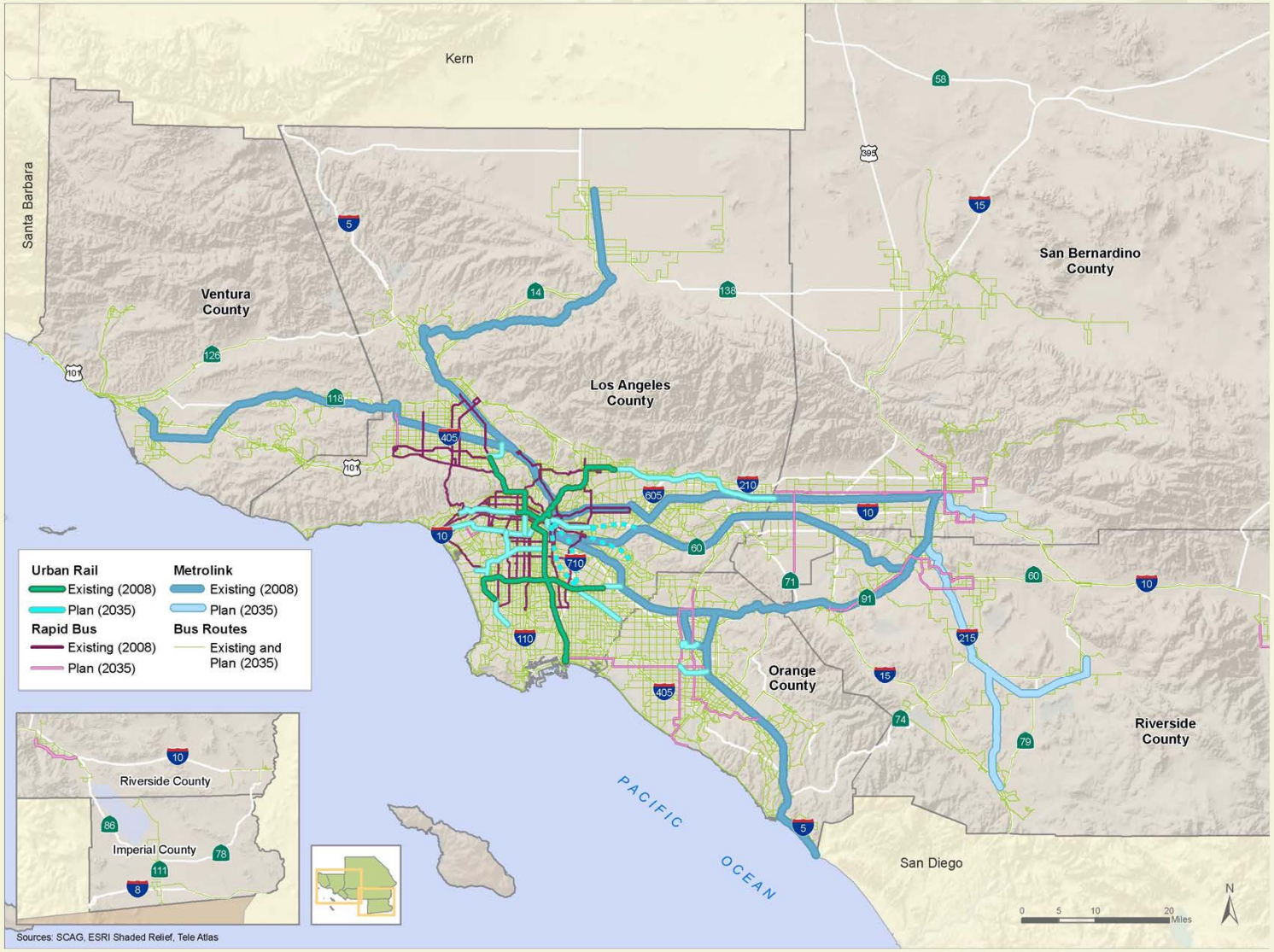
Rail Transit Investments
1990



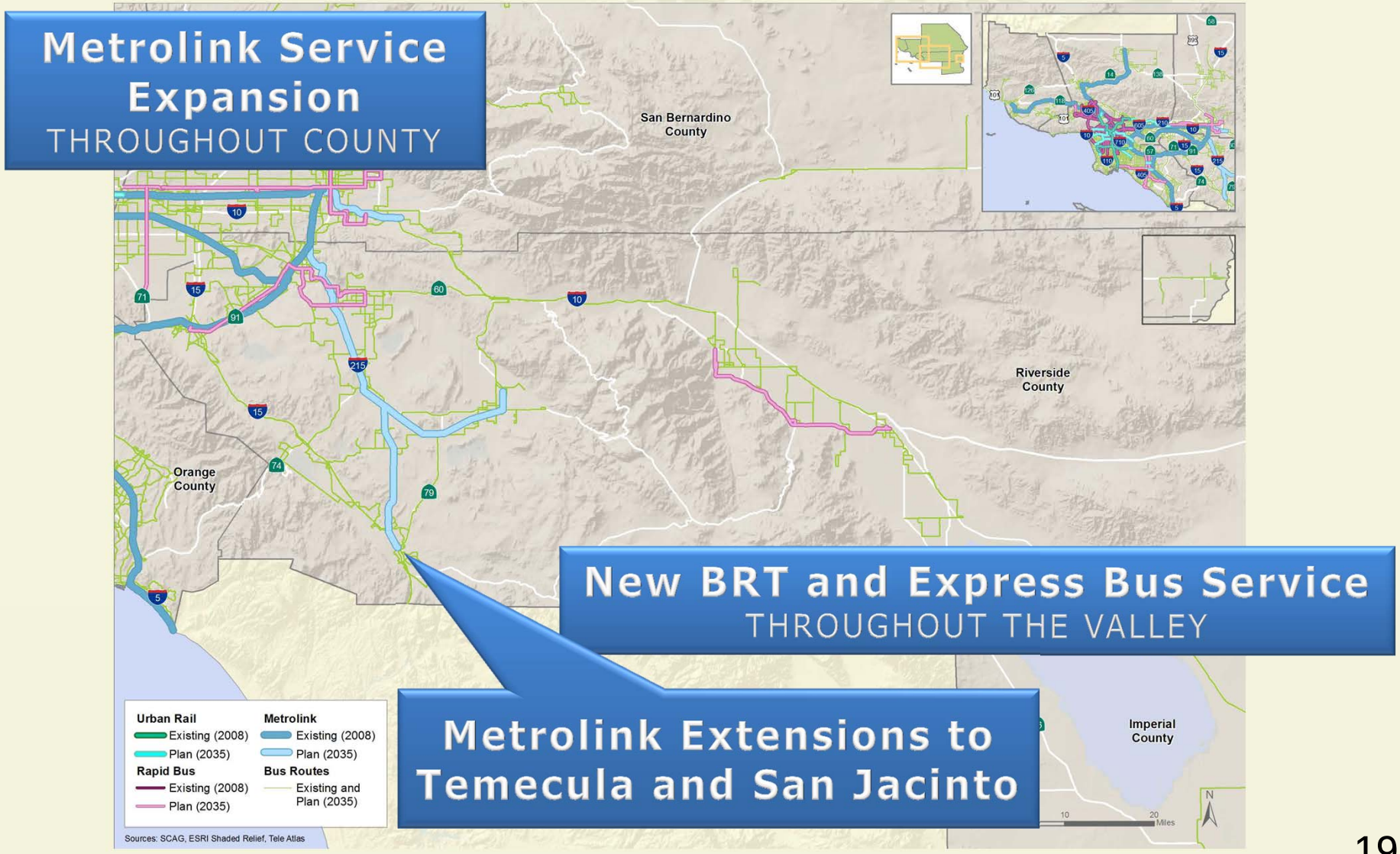
Rail Transit Investments Today



Rail Transit Investments
2035

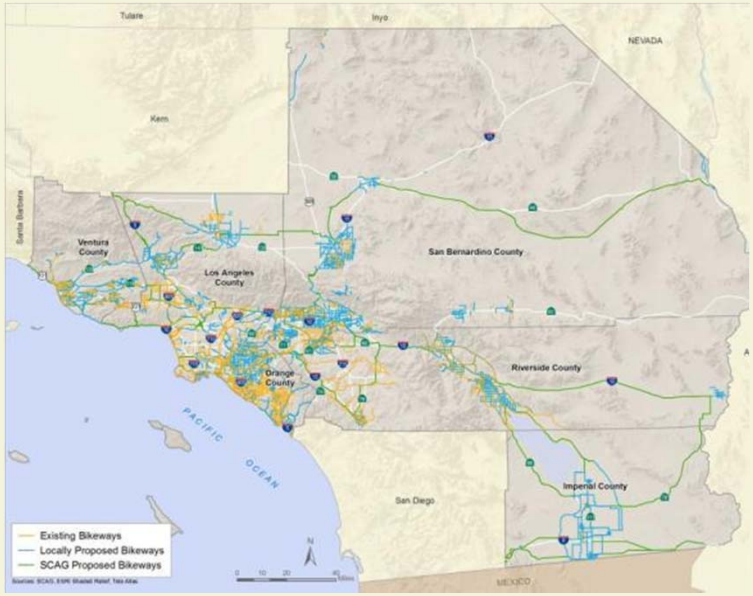


Transit Investments in the Coachella Valley 2035



Transportation Demand Management
Active Transportation

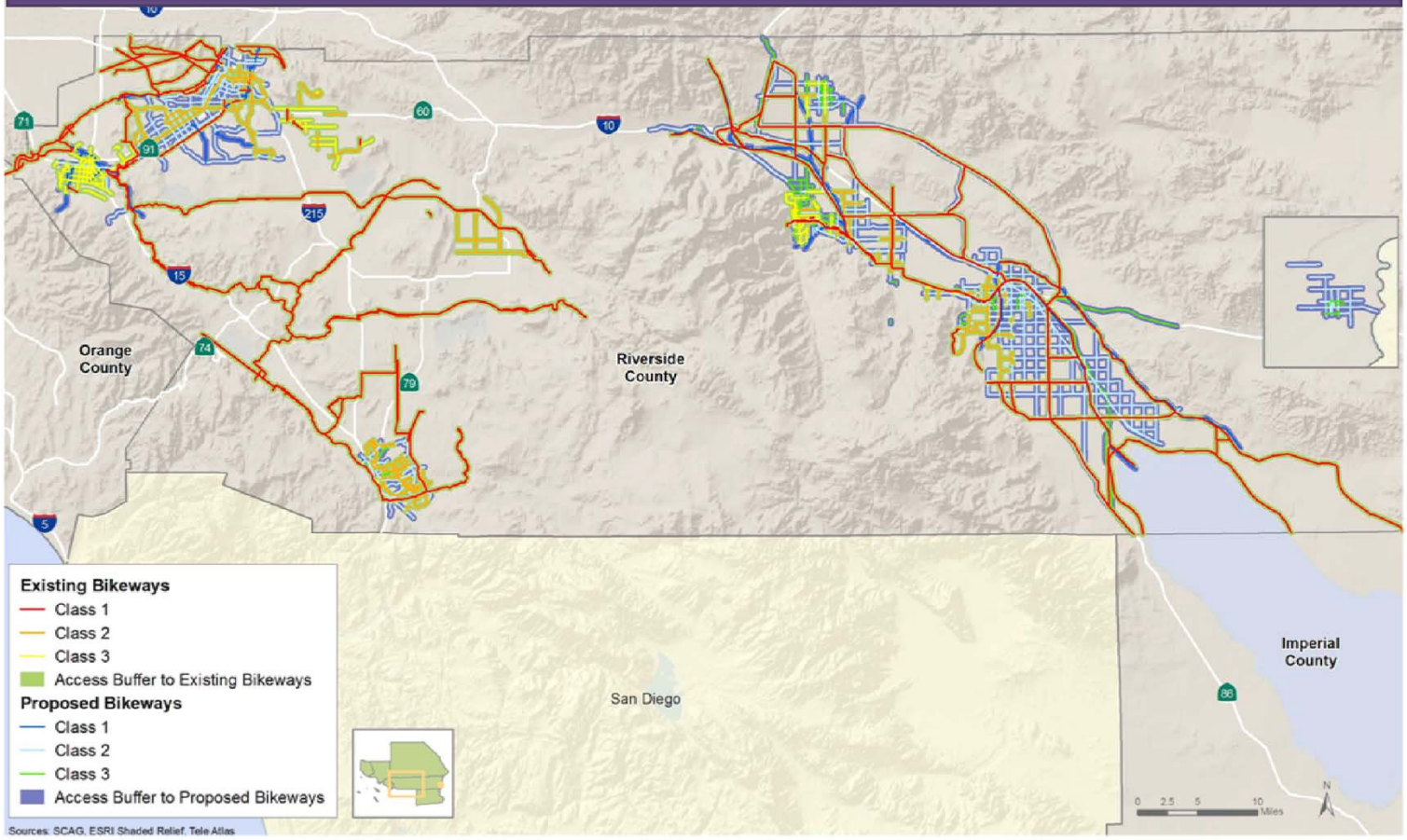
TDM	Active Transportation
$4 billion	**$6 billion**
Reduce solo driving Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies	**Bikeways** increase from 4,615 to 10,422 miles Other strategies and **safety** improvements



Transportation Demand Management
Active Transportation

Percent of our population that lives within ¼ mile from a bikeway

BEFORE	AFTER
42%	62%



Goods Movement

Grade Separations and Goods Movement

$47.9 billion

Port access

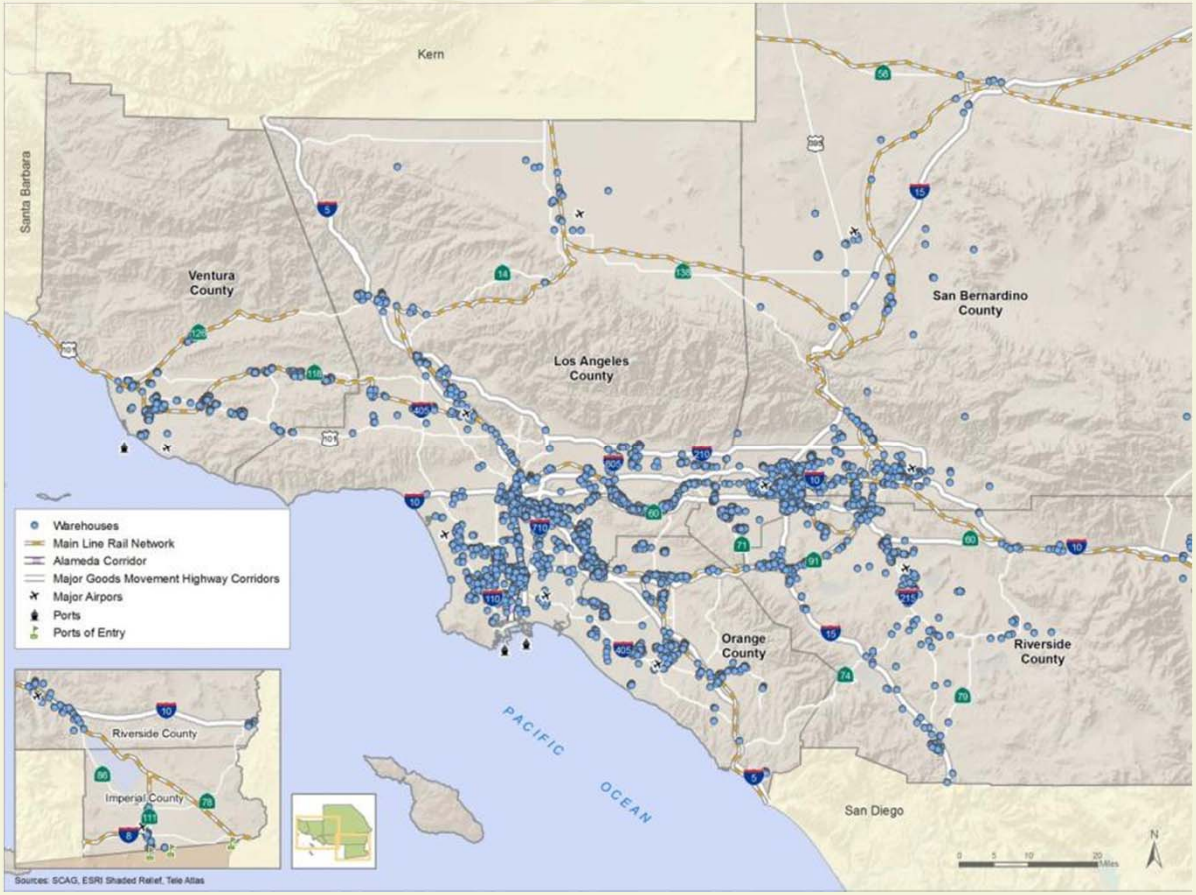
Freight rail capacity

Grade separations

Truck mobility improvements

Intermodal facilities

Emission reduction strategies



Goods Movement

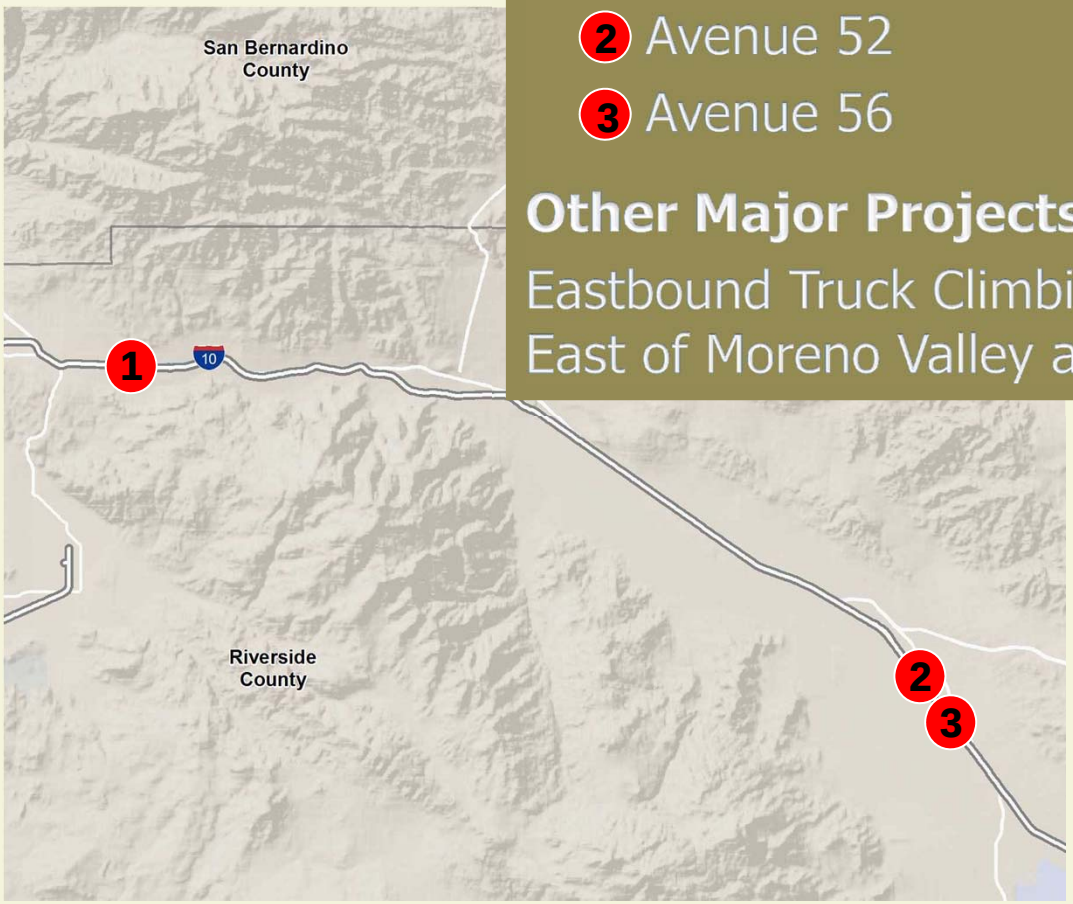
Major Riverside County Projects

Grade Separations:

1. Sunset Ave
2. Avenue 52
3. Avenue 56

Other Major Projects:

Eastbound Truck Climbing Lane on SR-60 between East of Moreno Valley and I-10 Junction



Land Use

Utilize **local growth input**

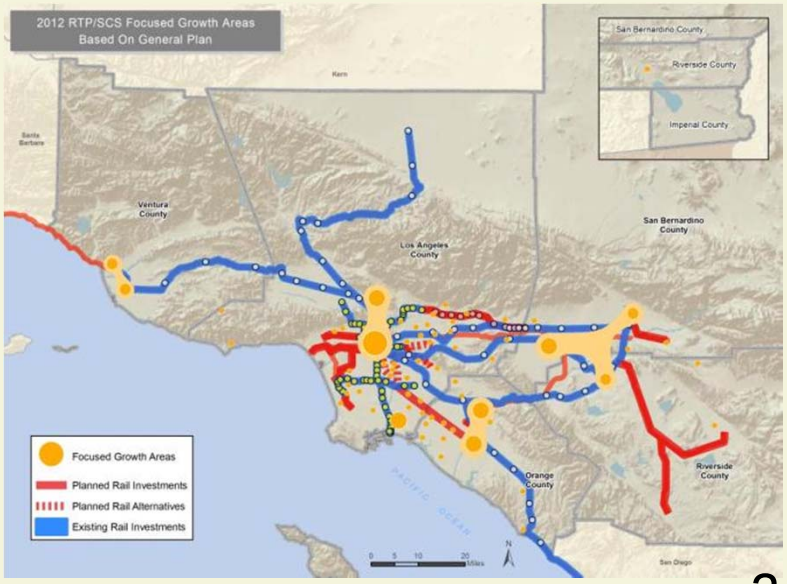
Emphasize growth in **High-Quality Transit Opportunity Areas**

Emphasize growth along **main streets**, **downtowns** and other appropriate locations

Shift development from single-family towards **multi-family** residential development to reflect recent trends

Compass Blueprint Demonstration projects

Image courtesy MVE & Partners, Irvine, CA



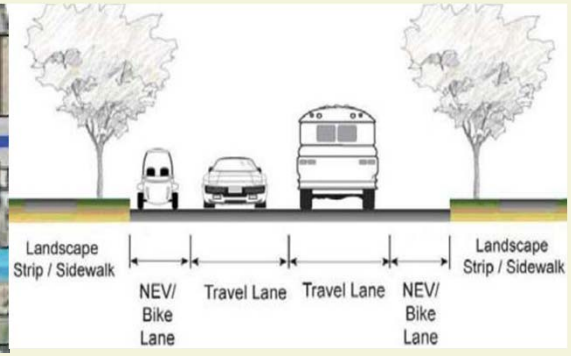
Compass Blueprint
Demonstration Projects in Riverside County

- 30 Projects with a total SCAG contribution of $ 3,277,210

2009	Calimesa Boulevard Downtown Revitalization Project Coachella Pueblo Viejo Revitalization Master Plan
2010	Banning Paseo San Gorgonio Downtown Specific Plan WRCOG Neighborhood Electric Vehicle Program
2012	Moreno Valley Alessandro Boulevard Corridor Plan Phase 2 Rancho Mirage Interim Energy Park Study WRCOG Subregional Sustainability Plan Framework Wildomar Old Town Vision

Moreno Valley Alessandro Blvd

Calimesa Creek Master Plan

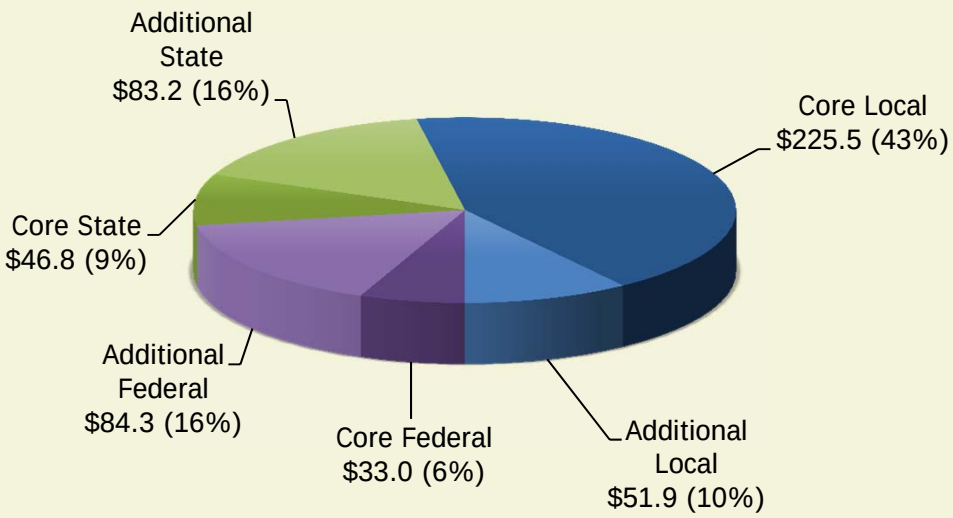


WRCOG Neighborhood Electrics

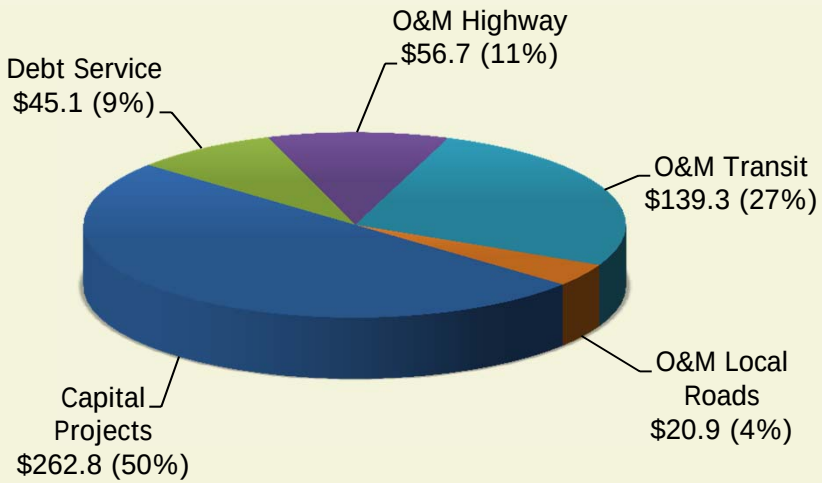
What are the funding challenges and how are they addressed?

$524.7 billion (nominal dollars)

Revenues



Expenditures

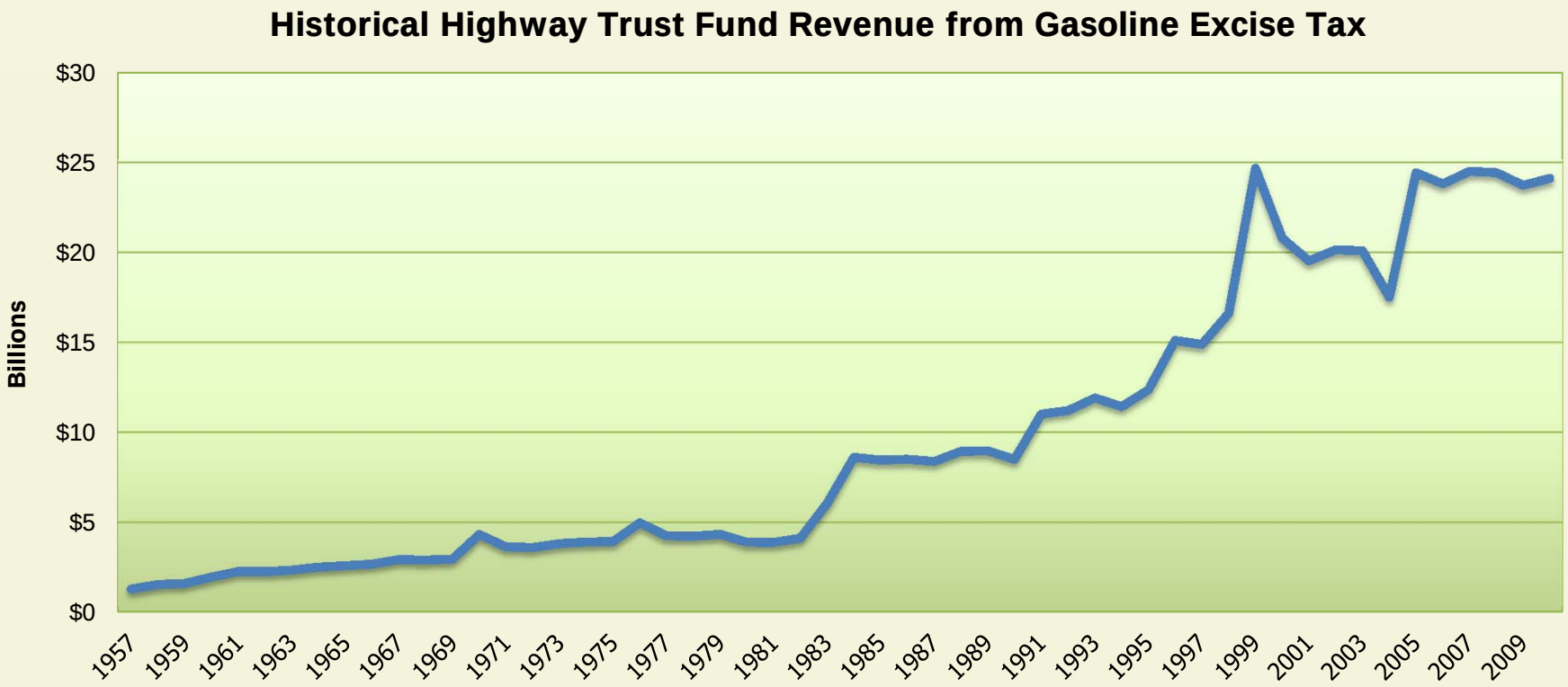


Comprehensive Funding Strategy

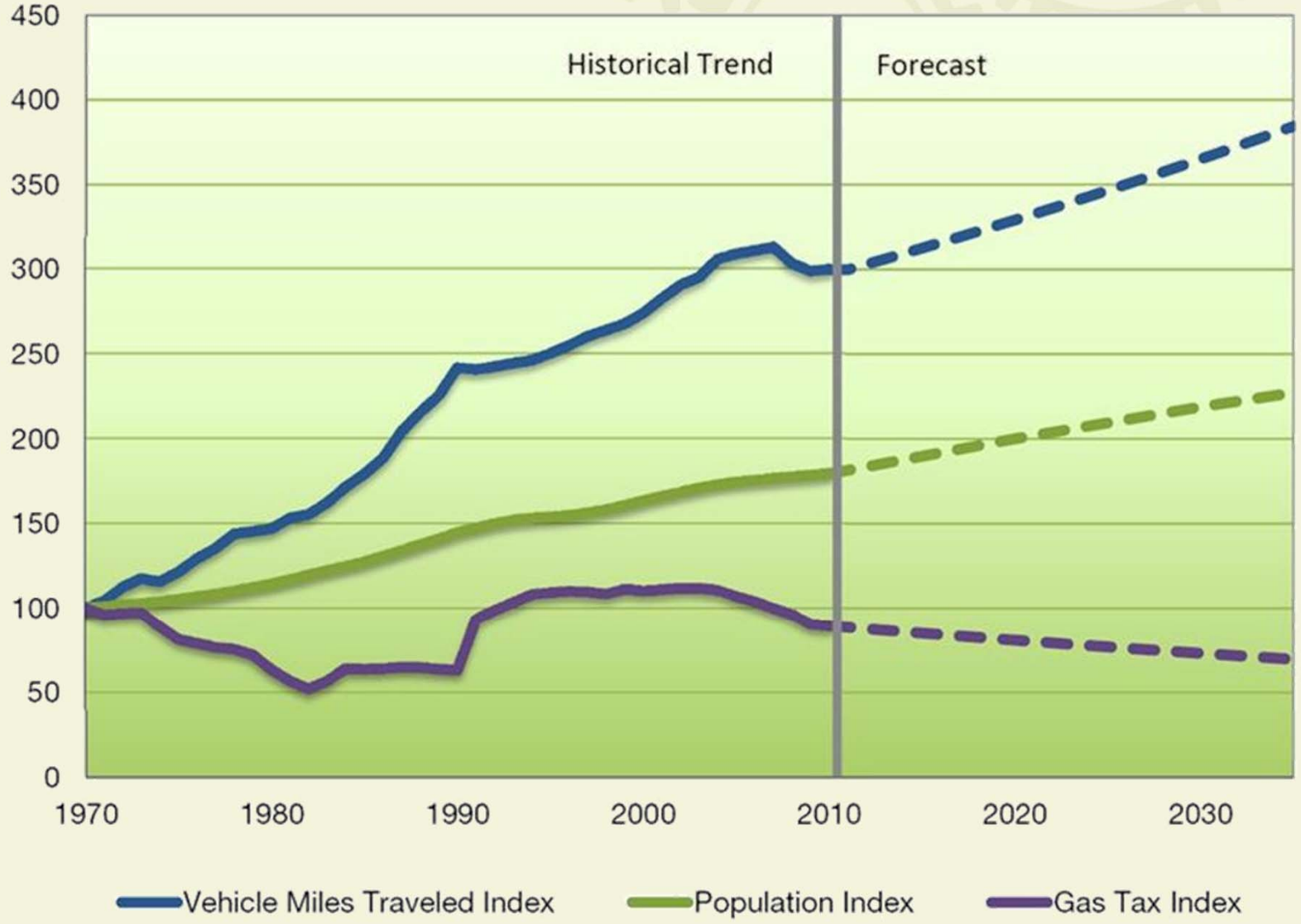
- Local option sales tax measures remain a critical part of region's funding plan
  - Increased local control over transportation revenues
  - Backfill declines in state and federal revenues
- Maximize opportunities to leverage available resources—manage cash flow, deliver projects sooner and for less money
- Goods movement investments funded through a combination of truck tolls, national freight program revenues, and private equity participation
- Strategic capacity expansion funded by user fees—SR-710 tunnel, High Desert Corridor, regional Express/HOT lane network

Mileage-Based User Fee Context

- Historically, the Federal Highway Trust Fund has grown by about 5 percent annually in nominal dollars
  - This growth was due to VMT growth and periodic increases in the fuel excise tax (e.g., 1983, 1990, 1993)



Travel demand and costs surpass projected revenues



Next Steps

- Close of Public Comment Period: February 14, 2012
- Joint Meeting of Policy Committees to review matters related to Final RTP/SCS and PEIR: March 1, 2012
- Joint Meeting of Policy Committees to recommend approval of Final RTP/SCS and PEIR: March 23, 2012
- RC to certify PEIR and adopt the Final RTP/SCS: April 5, 2012
- SCAG submits the Final RTP to the Federal Agencies for 60-day review and approval
- Transportation Conformity approval for 2008 RTP expires: June 5, 2012

SCAG would be at risk for a transportation conformity lapse if current schedule is not maintained.

We want to hear from you!

Send us your comments at

www.scagrtp.net

by February 14, 2012

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